

THE SAM OBSERVER



JULY 2026



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Cover Image

SAM Member, Gavin Knights sent us this great pic of his bike at the Bungalow/ Victory café, Isle of Man.

If you have pic worthy of gracing our front cover, send it in!

The best ones will feature on our magazine cover. Send the full-size file (not cropped) to: editor@suffolk-advanced-motorcyclists.com.

Next Issue

Copy deadline: Friday, July 17th.

Send via e-mail to:
editor@suffolk-advanced-motorcyclists.com

The Editors reserve the right to edit, amend or omit as necessary.

SAM is a registered charity: No. 1067800
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All official correspondence to:
Bruce Pearce, Secretary
diverbruce@hotmail.co.uk

EDITORIAL MUSINGS

Tony Chyc

Quite a lot has happened this month other than the record-breaking temperatures. The weather forecast did finally prompt me to buy a mesh jacket, which was immediately put to good use. I can sometimes be a “glass half empty” type of person, and I was convinced that buying a mesh jacket would usher in the next ice age! No sign of it yet... I was pleased with my SAM discount at Orwells, and they knocked a bit more off for it being the last one on the rack: one happy customer. I had my BMW Navigator 5 for sale on Facebook for some time without any great interest. Two days after I bought my jacket, I was contacted by someone who wanted a sat nav for a K1600. He hadn't bought the bike but collected it that weekend and came round to check my sat nav fitted. He didn't quibble about the price and paid me exactly the cost of the new jacket. So, I'm not out of pocket, and I have a mesh jacket that has

already been put to good use instead of a redundant sat nav.

Last week was certainly a record breaker for me. I did four rides in five days with my observer hat (or should that be crash helmet?) on. I had planned three observed rides and the Saturday jaunt, but I ended up doing a crosscheck on the Saturday and never made it to the Saturday jaunt. I try to include enjoyable roads in my routes and certainly enjoyed being out on my bike in warm, sunny weather. I discovered a setting on my bike that absolutely transformed it. I've had bikes with different riding modes before. I remember trying dynamic mode on my K1600. Who needs a sharper throttle response from a 1600cc, six-cylinder engine or reduced ABS and traction control? All it seemed to do was make the suspension rock hard. I decided that dynamic mode was only for those brave or foolish enough to take a K1600 on a track day. The situation on my R1250RT is



EDITORIAL MUSINGS

quite different. It has fully automatic electronic suspension, unlike my previous R1200RT. On the 1200RT I was always forgetting to tell it that I had a pillion and then change back when I was riding solo, so it's quite a relief not having to do that anymore. Dynamic mode has turned a bike that handled well into one that handles superbly. All BMW dealers should put their RTs in dynamic mode before sending them out on test rides. RTs may not have the raw power of an out-and-out sports bike, but they are very rewarding to ride.

It sounds as if I'm all set up for more riding adventures, but I have nothing significant planned for the rest of this year. I suppose I'll just have to start thinking about next year. Google Maps and Booking.com here I come.

Tony Chye

Leanda Hoyland-Linch

I've made a few biking investments recently. One was on the scale of the national debt of a developing country, and the other was bought with a voucher I received in return for the cost of said national debt.

Is it my female logic, or just motorcyclist's logic, that a 'special offer' justifies a purchase? Especially when the item is one I have coveted for some time? Then there's the added benefit of the not-to-be-sniffed-at voucher generated by the purchase.

Let me explain. Over many years of motorcycling, I have acquired a fair bit of gear. I've sold some along the way to make way for new, but all-in-all, I have a substantial collection for all seasons.

Being 5'10", with a 34" inside leg, I've found that many clothing brands don't cater for tall women. If I buy regular length trousers, the knee armour is in the wrong position. Regular leather racing pants are tight around the calf, where they would fit a regular leg snugly around the ankle.

The sleeve length on jackets is often too short, with the same problem affecting my elbows as my knees. The waistline is significantly higher than my actual waistline, so where a jacket should cater for female curviness, it is tight in the wrong area!

Compromising means discomfort, as the blood supply to my legs is cut off by knee armour cutting into my quads. Meanwhile, cold air sneaks up my arms via the gap between my glove and sleeves.

Some clothing manufacturers, particularly the German, Dutch or Scandi companies cater for taller women, and I've bought some great BMW and Revitt clothing.





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MAKE LIFE A RIDE

EDITORIAL MUSINGS

Having done more touring in the last few years and with my sights set on going much further afield, I've been researching all-year-round, all-weather touring suits. One in particular kept calling my name and having heard so many great reviews, then finally trying it on, convinced me.

The Rukka Nivala arrived. I feel it almost needs its own dressing room. Having worn it a few times, I am smitten. I was able to buy longer length trousers, the sleeves are long enough, the quality of the fabric is amazing and..well, I could go on...

As a skier and a sailor, both extreme sports where you are at the mercy of whatever the weather throws at you, I've never compromised on gear - it is the difference between staying dry/warm/visible or being cold/wet/miserable.

Hurling myself down an icy black run, crewing with winds gusting over 20 knots or riding a bike through sleet...I want to feel as safe and as comfortable as I can.

When I first started riding back in the 80s, I wore an open-faced helmet, basic leather gloves and a leather biker jacket, ripped jeans and trainers. Safety clothing wasn't cool. A highside with an open faced helmet and two teeth through my upper lip changed my opinion, rather painfully!

I digress...as a result of my Rukka purchase through Infinity, I was able to buy another thing on my shopping list - a Quad Lock handlebar mount, vibration dampener and magnetic iphone case. It's wonderful!

After my recent tour of Scotland, where the routes were supplied as Google Maps, it is proving so useful so have an alternative sat nav to the BMW Navigator VI.

Speaking of which, what bright spark at BMW had the idea of positioning the sat nav cradle below the TFT, requiring the rider to take their eyes off the road to look down at it? Nippy Norman's stock a Wunderlich cradle screen mount which is next on the shopping list. By the time I am finished, my bike's 'dashboard' will resemble the flight deck of the Starship Enterprise!!

Finally, I hope you found the recent group night about tyre repair as useful as I did.

I've never had a puncture but always carry a sticky strips kit and a brilliant pump (which I use to regularly top up my tyres). It's the same pump is the one recommended by Mike Roberts and is a brilliant piece of kit. Now I know how to use the sticky strips too, so thanks to Ian Bishop and the Marks from Orwells for a really insightful event.

I also found a few alternative uses for spare tyres, one of which is demonstrated below... Ride safe!!

Leanda Hoyle-Jinch



KRAZY HORSE LATE NIGHTS

BAR
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&
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APRIL 2ND MAY 7TH JUNE 4TH JULY 2ND
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NEW MEMBERS, CERTIFICATES AND TEST PASSES

New Members

John Lloyd

Adam Nash

David Campbell

Steve Boreham

Colin Grogan

Test Passes

Jack Grindrod

His observer was Bruce Pearce

Lawrence Moody

His observer was Bruce Pearce

Certificates

Bradley Purse with a F I r s t

His Observer was Mike Roberts

Mark Simpkin with a F I r s t

His Observer was Jon Marriott

Tim Crookall passed his three-year

fellowship re-test with a F I r s t

His Mentor was Mike Roberts

Below, clockwise: Bradley Purse, Tim Crookall and Mark Simpkin, all receiving their certificates from Chief Observer, Mike Roberts at June Group Night.



Q&A: TIM CROOKALL- MEMBER

First Bike

I bought my first bike in 1984, just before my 17th Birthday. It was a rather tame new Honda H100 which I had seen advertised at a good price in the Southend on Sea Evening Echo. I had a paper round and then had a weekend job doing gardening, so I had managed to save the £400 or so to make the purchase. As I was not yet 17, I had to get a family friend who was a police officer to collect it for me and then ensure that he did not see me riding it until the 9th May, when I had my first legal ride. I remember driving up my parents' road, gradually going through the gears, then around the block and freedom!!! I had that bike for under a year before I decided I needed a car, so I sold the bike and moved to 4 wheels, but the bike bug had bitten me.

Best ride

I have always enjoyed using my bikes as part of my daily commute to work, which

has mainly been in the City of London. In 1990 I decided that commuting on a train was not for me, so I bought a new Kawasaki ZZR600 from John EVines Ltd, my local dealership in Leigh-on-Sea, which I used to commute the 30-odd miles to Clerkenwell. There never seemed to be any traffic, and the A13 had no speed cameras, yippee. I kept the bike for a couple of years before getting married and having children, and deciding that maybe the train was not so bad after all. In 2002, I bought an Aprilia Mojito 125 scooter to use to ride to the station, and there was a very large hill on the way back. I wanted to brighten up the journey home and knock a few minutes off my commute (scooters are unbelievable fun too). I took that Scooter with us when we moved to Cottesloe, Western Australia in 2004. I used the little Aprilia for the most amazing commute from home in Cottesloe into the city of Perth along the



Q&A: TIM CROOKALL- MEMBER

banks of the Swan River. It was only about 11 km, but stunning views and I had bagged a parking space under my office. I used to see dolphins in the river most days and would often stop to watch them playing or hunting.

Worst ride

I love riding but am not a fan of riding in the wet but any ride is a good ride. When I had the ZZR 600 I did some crazy rides in all weather, but my worst would be commuting on the A13 in the winter and having the visor open and then closing it to have a bit chunk of ice drop out of the visor. I had started the ride with light snow on the ground and knew I was pushing my luck.

Furthest Ride

I have recently done a few tips to visit a sick friend in Almere which is just East of Amsterdam. I decided to travel via Dover one way and the Hook the other. My favourite way of getting there is Dover-

Dunkirk then N62, N57 up the coast of the Netherlands through The Hague and Amsterdam ring road. The route passes some lovely beaches, and you can also see some very impressive infrastructure on the coast and plenty of places for photo opportunities. It's great being on a bike as traffic is never a problem. All in all, about 400 miles, which is enough for me.

Best Bike

In 2021 I bought a very little used ZZR1100 from a family member. It was 30 years old and had done 4000 miles. It had done 150 miles in the last 20. I enjoyed getting it running again and improving it and it was an unbelievably powerful machine for no traction control or ABS. Stupidly, I part-exchanged it for my Current Explorer, thinking I did not have enough space for 2 bikes. Note to self: never part-exchange a bike you like again. I have to say I do love my 2015 Triumph Explorer and my recent



Q&A: TIM CROOKALL- MEMBER

addition a nearly new Honda CRF300 Rally. They complement each other and are so different.

Favourite Bike Shop

Without doubt its Dom at Kingdom Motorbikes in Ipswich. He really assisted with the ZZR, and I like his honesty. If he can't fix it (which is rare) he will tell you, and he's enthusiastic and helpful and much lower priced than the main dealers. If something (valve checks) can be done less frequently, he will tell you based on his massive experience.

Favourite Pit Stop

My Dad still lives in Leigh-on-Sea, so I think on a warm summer's day, there is nothing better than stopping for an hour

at the Crooked Billet, which serves a lovely non-alcoholic beer and is right next to Osborne Bros Seafood café, so you are spoilt for choice. If you are lucky, the tide's in, but even if it isn't, it's a great spot (60 miles from Ipswich) and much nicer than Southend.

How long an IAM member?

I joined in 2021 and learnt a lot from my observer Paul Ballard. I signed up for the followship membership can re-take my test every 3 years which I have recently done. I am now trying to improve my off-road skills on my CRF300 in advance of the ABR festival this weekend, but hanker after a Ducati!

Tim Crookall



NEW OBSERVERS NEEDED TO JOIN THE TEAM

Observers are a valuable asset to the club and give of their time freely in the interests of improving Motorcycle Road Safety. To ensure we continue with the fantastic work of the current team I am organising an Assessment Day, for those members who are interested in trying out for this demanding role. Assessments will take place on Sunday 27th September 2026. Before you send that email, or grab the phone and call, let me give you some of the facts.

The Assessment Day will be long and tiring; you will be assessed by members of our current Observer training team throughout the day. We are not looking for the finished article, but possible potential. After the day is finished you will be told if we think you have the ability to become an Observer, or need to work on some things for another year, and that you are able to commence SAM Observer training later on in November.

Being an Observer for SAM requires a number of qualities; you need to be; committed to improving the standard of riding for both yourself and others; have very good communication skills and to commit the required time to train. You should have a good knowledge of Roadcraft and be able to put across the concepts to people from all backgrounds and abilities. You need to be riding to at least the IAM test standard and have enough concentration left to observe another rider. Be a fully paid-up member of SAM and the IAM. Have loads of patience. Be able to give freely of your time to observe, attend regular refresher training sessions with other Observers, support

SAM organised events and share your skills with others.

The training process; Following successful selection on the Assessment Day, you will need to commit to attending the three evening classroom training sessions of around 2 hours each, these will be take place in November, December and January. Then there will be a number of practical assessments which will focus on your riding, communications skills and teaching ability, each of which will be driven by you. You would be expected to have completed all of this hopefully within a year, so that we can use your new found skills. Following all that, you will then be assessed by an IAM assessor who will, after successful completion pass you as a National Observer, a standard that is set across the country.

I make no apologies for the tough process, however, there is a minimum national standard required and this is verified by the Institute of the Motor Industry (IMI) where upon success you will have earned an external qualification endorsed by them. The programme is designed not only to get the right people with the correct skills but also with the right attitude and drive.

If you have not been put you off by now, and you are still keen, then please give me, Mike Roberts, Chief Observer a call on 01473 717504 (evenings) or preferably an Email to mike.j.roberts@btinternet.com to book your place. Closing date for applications will be 31st August 2026.

Mike Roberts

Chief Observer

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JUNE GROUP NIGHT WITH ORWELLS

There was a strong turnout for SAM's Group night on June 17th, which was all about 'Getting Home Safely'!

We were joined by the two Marks from Orwell Motorcycles to look at tyre repairs - something we should all be prepared for in the event of a puncture.

Ian Bishop helpfully supplied some tyres and we were given a demo on how to use different types of kits.

After the demo, we were all able to try them out, with the help of the power drill to make the necessary holes!

Ian summarises the products:

We trialed four different types of repair kits, with varying degrees of success.

Least successful was the Rema 'Tip Top', although with some practice it would work, but not as simple as the others.

The traditional sticky string variety worked well, and, as was pointed out, you can repair larger holes or slits.

The rubber glue goes off so this must be replaced at intervals.

Stop and Go rubber bungs are another alternative with its adherents, myself included, as it's adaptable, for larger or smaller, holes, and is very simple and quick.

Last, but not least, we tested the Cargol Turn and Go, which was a revelation. Very simple and easy, and with two different size threads would certainly get you home, provided the hole wasn't too large. And, it takes up no room on the bike.

We used all of the kits on a tyred wheel and pumped them up afterwards, with no failures.

It should be stressed that with all repairs, if you still have miles to cover, or you're in France on a Sunday, that a pump, either chargeable or with cable is essential, as the





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JUNE GROUP NIGHT WITH ORWELLS

air cylinders in kits do not have sufficient pressure to blow up a tyre. It doesn't matter how many you use!

Mike's suggestions:

For me, Sticky String/Bacon Strips are the best solution, though I also carry a set of the screw in ones.

Here's a link to get extra tubes of glue for the sticky string kits. Always carry at least three of these as they do dry up (even unopened) and often there is little glue in some of them:

<https://www.ebay.co.uk/itm/184443404540>

Also I'd highly recommend having a pair

of needle nose pliers to supplement the kits. These can help remove any debris from the tyre, rather than push it in to the tyre with the supplied tool. The pliers can also help pulling the strips through the insertion tool without you getting covered in sticky tar-like goo.

<https://www.ebay.co.uk/itm/396730673790>

Finally, a rechargeable pump is WAY better than compressed canisters, which often let out as much as they put in. The added bonus is it is a great tool for weekly tyre top ups.

<https://www.amazon.co.uk/dp/B081RMVV7R>



SLOW RIDING IN RURAL FRANCE

Le Shuttle spits you out on the Autoroute and signposts show all the directions you have no wish to go.

With some perseverance we negotiated a way onto the D roads and stayed on quiet D roads in the countryside for the whole of our holiday. How quickly our pace slowed and how French everything looked! It was still raining as we made our way into Wissant for our first cafe stop, shortly followed by our first bakery.

For the next five nights we stayed at a super little Airbnb apartment in a converted farm building just outside Samer. The owners allowed us to keep our motorcycles in their garage and as the whole property was gated, we felt our

bikes were secure. With the help of a super lady at the local tourist information office, we found so many fine places to visit just short distances from our accommodation. This meant we could stop and take in the view, sample the delights of a long lunch and be back at our apartment for bread, cheese and a bottle of wine in the evening.

Our whole French adventure was at a relaxing pace and it was the most amazing holiday. Just the tonic for a busy home life. Our navigation was by Beeline on either 'fun' or 'relaxed' routes ensuring we had twisting countryside roads, through fields and villages. We sampled rural France at its best and just goes to show you don't have to travel vast distances to have a 100% immersive French experience.

Sarah and Saska



SLOW RIDING IN RURAL FRANCE



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MOTORCYCLE DEXTERITY & CONTROL SESSIONS

Do your slow riding techniques need brushing up?

Slow riding skills are essential for good machine control and SAM's Motorcycle Dexterity and Control sessions are the perfect way to improve.

Next session: September 26th, 9 am - 1pm
Sidegate Primary School, Sidegate Lane,
Ipswich IP4 4JD, UK

Book your free place via the website:

<https://suffolk-advanced-motorcyclists.com/dexterity-control/>



SAM THEORY EVENINGS

On the fourth Wednesday of every month, SAM holds its Theory Evening. Based on an ever-revolving subject list of important rider skills, these nights are an informal evening of facts and lively banter all aimed at improving your ride based on the information in the Advanced Rider Course Logbook.

Each session covers one of the four main topic areas:

- Overtaking
- Planning and Positioning
- Cornering
- Gears and Acceleration

Mainly aimed at Associates going through the course, these evenings are also a good way for full members to brush up on their theory and add their experiences and questions to the session.

The benefit of attending these classroom sessions means it saves time on the road covering theory, with the opportunity to

discuss any issues you may have on your Advanced Rider Course.

Next theory night:
Wednesday July 22nd,
7.30 pm to 10 pm
Come along and learn more about Roadcraft.

Topic: Gears & Acceleration
Contact: Mike Roberts



Mike Roberts

SAM Chief Observer

Remember you can register for this event on the SAM website!

Check out SAM National, and Chief Observer, Mike Roberts' series of useful Youtube videos covering theory and riding skills.

Follow Mike: www.youtube.com/@mikeroberts



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CCMC SUPPORT NEEDED!

CCMC Fun Run July 26th 2026 Marshalls Needed

The next CCMC Fun Run is approaching fast and we need marshals for a few hours in the morning.

Marshalls will need to be at the start in advance of the first departure, and will leave as a group, each being dropped off at their Marshalling point along the route.

Volunteers will be given full instructions and details prior to the ride.

This is open to both Associate and Full members (and your partners on the pillion if you so wish).

The ride usually finishes by 12.30 and once your vest and arrow have been collected you can either make your way to the venue or go home.

We will need 16 marshalls for this ride.

CCMC Copdock Show - 6th September 2026 - Help Needed

We need around 30 volunteers to help manage motorcycle parking - if you can help from around 8 am - 1 pm please let us know.

All volunteers get free admission to the show when we have finished parking bikes.

More details to follow, closer to the day.

In return for our support on these rides and bike parking at the Copdock Show we are normally given a generous donation by CCMC - essential funding for SAM to help maintain our training regime and reduce our operating losses. Without this we could not function as we do.

This is a big opportunity for you to give your time to your club and ensure we fully support CCMC and have a ride out too.

Your support is essential!

JULY GROUP NIGHT With White Dalton Motorcycle Solicitors

For July's Group Night, we will welcome Gavin Grewal, Solicitor and Managing Partner at White Dalton Motorcycle Solicitors.

Gavin writes the legal corner for TVAM and Fast Bikes as well as presenting online with 44Teeth. When it comes to bikes, Gavin rides a GSA1250 which he thinks is the best bike in the world as well as a Panigale V4S and a Suzuki TL1000R.

He has also served as a police officer for Surrey Police and



Thames Valley Police for almost 13 years with his last posting on a Roads Policing Unit.

The evening will include a Q&A session and a review of some of the most interesting cases Gavin has litigated over the past 20 years.

<https://www.whitedalton.co.uk/>

WHITE DALTON
MOTORCYCLE SOLICITORS

SAM EVENTS: JULY

Wednesday July 15th

SAM Group Night. Announcements at 19:30 followed by a presentation by Daltons Motorcycle Solicitors.

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF. Bar serving drinks - no cash.

Friday and Saturday July 17th and 18th

A course run over a Friday evening, and a Saturday, to ride with Police motorcyclists. Your riding will be assessed, particularly cornering, positioning, and overtaking, both in rural and urban environments. Identify your strengths and any possible weaknesses. You will also have a short version of Biker Down.

Saturday May 16th

Saturday Jaunt to Aldringham Tea Room, IP16 4QX

Please arrive at Stowmarket Tescos in time for the first group to leave at 12.30pm.

A run of 48 miles taking around approximately 1hr 30min

Saturday July 18th

Saturday Jaunt to Shepherds Baa, Mundford, IP26 5HW

Meet at Stowmarket Tescos, IP14 5BE. Please arrive in time for the first group to leave by 12.30pm. Passing through Debenham, Worham, East Harling and Wretham. Route distance of 51 miles taking approximately 1¼ hrs.

Wednesday July 22nd

Theory Evening – Gears & Acceleration. 7.30 pm to 10 pm

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF. Come along and learn more about Roadcraft. Meet in The Board Room

Thursday July 23rd

Chip Run to Attleborough Sea Star Fish Bar, NR17 2BU

Meet at ASDA Ipswich, IP1 5PD. Please arrive in time for the first group to leave by 17.30pm. Passing through Wattisham, Walsham le Willows, Horton and Kenninghall. Route distance of 47 miles taking approximately 1 hr 20 mins

A HOT DATE FOR YOUR DIARY!

SAM Summer BBQ - August 19th

The SAM BBQ team are already sourcing the best burgers and giant bangers for your delectation and edification!

Please could you let us know in advance if you are attending and would prefer a vegetarian alternative.

RSVP: editor@suffolk-advanced-motorcyclists.com by Friday, August 14th, stating meat or vegetarian preference. Thank you!



SAM EVENTS: AUGUST

Sunday August 2nd

Breakfast Run to The Hungry Stag, Elmswell, IP30 9FX

Meet up at the ASDA Super store at Whitehouse, Ipswich in time for the first group to leave by 8.30am.

A route of 60 miles taking approximately 1.5 hrs.

Wednesday August 5th

Committee Meeting 7.00 pm – 10.00 pm

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, IP5 1JF

Friday and Saturday August 7th and 8th

Safe rider training

A course run over a Friday evening and a Saturday, to ride with Police motorcyclists.

Your riding will be assessed, particularly cornering, positioning, and overtaking, both in rural and urban environments. Identify your strengths and any possible weaknesses

You will also have a short version of Biker Down.

Saturday August 15th

Saturday Jaunt the White Hart Inn, Boxford, Suffolk

Please arrive in time for the first group to leave at 12.30pm.

A run of 42 miles taking approximately 1.5 hrs.

Wednesday August 19th

SAM Group Night. Announcements at 19:30 followed by a BBQ. Please email editor@suffolk-advanced-motorcyclists.com to let us know of meat or vegetarian preferences.

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF. Bar serving drinks - no cash.

Wednesday August 26th

Theory Evening – Gears and acceleration. 7.30 pm to 10 pm

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF. Come along and learn more about Roadcraft. Meet in The Board Room

Thursday August 27th

Chip Run to The Hook Fish and Chip Restaurant, Clacton, CO15 1QZ.

Please arrive in time for the first group to leave by 17.30pm.

Route distance of 32miles taking approximately 1hr.

Please, please note that if you do not arrive by the stated time for ride outs, they may leave without you. It is also helpful if you sign up via Eventbrite so that we know numbers for catering and ride leaders.



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A LOOK BACK AT SOCIAL RIDES IN JUNE

Breakfast Run to Arbuckles, Downham Market, 7th June

June started with a mixture of heavy rain and warm sunshine, thankfully our visit to Arbuckles was one warm sunshine day where three groups made their way from Stowmarket towards the West of the county passing through Thurston and Lakenheath towns and then crossing into Cambridgeshire where we were welcomed by the famous Fen roads of Burnt Fen and of course Ten Mile Bottom where those who had dialled in a softer suspension would have been reaching for the travel sick pills before the end. Arbuckles gave us a warm welcome with reserved tables and good food. The restaurant was particularly busy as we were joined by a car club who were also out on a run, so it was a good job we were on two-wheels as parking was at a premium.

Saturday Jaunt to The Garden Café, Bromeswell, 20th June

Saturday jaunts during the summer attract a wide variety of riders and bikes and this ride was no exception. 22 riders made up of new associates, members who we hadn't



seen for some time and regulars. Similar to the Breakfast run, we were spoilt with very warm temperatures and clear blue skies, with the dreary wet winter conditions long gone from the memory banks. The Garden Café is becoming a firm favourite as we are always looked after,



A LOOK BACK AT SOCIAL RIDES IN JUNE

and the service was so efficient this time, one member found their order was on the table by the time they had paid and walked back to it. Well done.

Chip Run to The Aldeburgh Fish & Chip Shop, 25th June

Our third Chip Run of the summer took us to Aldeburgh on an evening where there was a declared 'Red' warning in place for extreme temperatures. The heat probably had an influence of reducing the number of riders turning up, however, for those twelve riders who did turn up, the promise of reduced temperatures on the coast turned out to be true as there was a cool breeze cooling us down. The other advantage of heading Eastwards was the low sun for once was behind the riders so no low sun to deal with, but the high temperatures gave riders another hazard of soft tarmac as was seen on the twisty sections of the B1119 especially between



Saxmundham and Leiston. Unusually, when we arrived at Aldeburgh one of the two Fish & Chip Shops was closed meaning the queues were quite long at the remaining one shop open. In true tradition, those pesky Seagulls were waiting for any opportunity to steal the odd sausage or chip as one member found out when their head was mistaken for a juicy sausage. No major injuries were reported, thank goodness.

Phil DeBoise



PLANNED ROUTES IN JULY

Saturday Jaunt, 18th July, to The Shepherds Baa, Mundford, IP26 5HW



A popular venue with members sees us returning for the July jaunt. Note: seating areas are all outside. The route begins at the Stowmarket Tescos, IP14 5BE, with the first group planned to leave at 12.30pm. The route distance is 51 miles taking approximately 1hr 15minutes and passes through Debenham, Worham, East Harling and Wretham.

<https://mappite.org/bzA>

Chip Run, 23rd July, to Attleborough Sea Star Fish Bar, NR17 2BU

NOTE: THIS VENUE IS CASH ONLY



The July chip run sees us returning to Norfolk with the route starting off from ASDA, Ipswich, IP1 5PD. Please arrive in time for the first group to leave by 17.30pm. The route distance is 47miles and should take around 1hr 20minutes taking in the towns of Wattisham, Walsham-Le-Willows, Horton and Kenninghall.

<https://mappite.org/bzB>

PLANNED ROUTES IN AUGUST

Breakfast Run, 2nd August, The Hungry Stag, Junction 47a, A14, Elmswell, IP30 9FX, 01359 244314



Meet up at the ASDA Super store at Whitehouse, Ipswich in time for the first group to leave by 08.30am. The route is a distance of 60miles and should take around 1hr and 30minutes. The route takes you towards Henly Road, then towards Witnesham where you continue through to the Ashbocking Crossroads. Turn right and head towards Wickham Market and then make your way to the B1116, Framlingham and Dennington. Stay on the B1116 until you come to

the B1117 junction which will take you to Stradbroke, Eye and then across the A140. Keep on the Wortham Road until you reach the A143. Turn left and stay on this road until you turn left on the Walsham-Le-Willows sign. Head through the village and onto the A1088 junction where you will turn left and then it's a short distance to Elmswell and finally the Hungry Stag.

<https://mappite.org/bZS>

PLANNED ROUTES IN AUGUST

Saturday Jaunt, 15th August, to White Hart Inn, Boxford, CO10 5DX, 01787 852764



Meet up at Stowmarket Tescos in time for the first group to leave by 12.30pm. A route of 42 miles taking approximately 1hr 30 minutes. Leaving Tescos, make your way to Harleston, then Onehouse where you will pick up the B1115 and stay on the road until you get into Hitcham. Turn right onto the minor road (Bury Road) and then Mill Lane where it will take you into Lavenham. I'm afraid there's no time for looking at the old properties, so follow the road to the A134

towards Long Melford turning right towards Sudbury. Skirt around the town and pick up the road to Henny Street, Lamarsh and finally Bures Hamlet. Now head towards the A1071 via several minor roads where you will take a left and right at the A1071 junction and then head downhill into Boxford with The White Hart Inn on your right.

https://mappite.org/b_u

Chip Run, 27th August to The Hook Fish and Chip Restaurant, Clacton, CO15 1QZ, 01255 319199



Meet at the new Wherstead Services off the A14 Junction in time for the first group to leave by 17.30pm. A route distance of 32 miles taking approximately 1hr. The route follows the road down the A137 towards the Strand and makes its way to Holbrook, stay on this road until it merges with the A137 at Brantham towards Manningtree.

Stay on the A137 going through Lawford until you get Ardleigh. Turn left onto the B1029 and follow the road to Great Bromley. Carry on going over the A120, through Balls Green, across the A133 staying on the road until it intercepts with the B1027 taking the left choice. This road skirts St Osyth on the North side of the town and keep going until you reach Clacton. Head down to the beach area and Pier and the Hook Fish & Chip restaurant will be waiting for you. Note: Be careful where you park as there are a number of parking restrictions in the location

<https://mappite.org/bzB>

Enjoy the rides,

Phil DeBoise



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MEMBER INFORMATION

Contacts

Committee and Observers contact details.

<https://suffolk-advanced-motorcyclists.com/contact-us/>

Calendar

Online calendar with relevant links which can also be linked to your smartphone.

Contact: Les Smith

<https://suffolk-advanced-motorcyclists.com/sam-calendar/>

Observer Associate Charter

What is expected of the Observer and Associate while preparing for the IAM motorcycle test.

Contact: Mike Roberts, Chief Observer.

<https://suffolk-advanced-motorcyclists.com/wp-content/uploads/2023/01/Observer-Associate-Charter-New-2022.pdf>

Caring SAM

Our customer service and complaints.

Contact: Brian Ellis: 07740 564097

Group Social Ride Charter

Group Social Ride Charter which should be read by anyone wanting to come on a social ride. Its link is:

<https://suffolk-advanced-motorcyclists.com/wp-content/uploads/2022/10/SAM-Members-Group-Social-Rides-Charter.pdf>

Discount Scheme

Proof of identity will be required to be shown. (e.g. Current IAM membership card). Save your membership fee, and more, by using these retailers who give a discount to SAM members.

<https://suffolk-advanced-motorcyclists.com/disc>

Shop

T-shirts, sweatshirts, fleeces, hats, and more are available from SAM's two online shops.

Contact: Mike Roberts

<https://suffolk-advanced-motorcyclists.com/sam-shops/>

RIDE LEADERS

Ride Leaders

Chris Bond

Graham Clements

Jeremy Duszynski

Brian Ellis

Vini Evans

Phil Green

Steve Hart

Leanda Hoyland-Linch

Sarah Hollingham

Bruce Pearce

Robert Rhodes

Mike Roberts

Les Smith

Andrew Sparrow

David Wood

Member's Social Ride Coordinator and Route Planner: Phil DeBoise

phil.deboise@btinternet.com

Mobile: 07720 664 326



YOUR SAM COMMITTEE

Officers

Chairman	Trevor Read	07525 724002
Vice Chairman	Leanda Hoyland-Linch	07894 406863
Secretary	Bruce Pearce	07715 471948
Treasurer	Bryan Duncan	07879 654122

Committee Members

Chief Observer	Mike Roberts	01473 717504
Membership Secretary	Dave Franklin	07801 688639
Caring SAM	Brian Ellis	07740 564097
Charity Co-ordinator	Brian Ellis	07740 564097
Members Social Ride Coordinator	Phil DeBoise	07720 664326
Associate Co-ordinator	Robert Rhodes	07950 772034
Continuous Training Coordinator	Jon Marriot	07973 121725
Events Organiser	Ian Bishop	07775 920661
Webmaster	Les Smith	07792 273334
Communications	Les Smith	07792 273334
Magazine Co-Editor	Leanda Hoyland-Linch	07894 406863
Magazine Co-Editor	Tony Chyc	07778 343685

Chief Observer

Mike Roberts 01473 717504

National Observers

Matthew Barker	07931 700725
Ian Bishop	07775 920661
Nick Braley	07990 734581
André Castle	07730 526674
Tony Chyc	07778 343685
Terry Fellowes	07870 764187
Claire Harris	07771 894814
Phil Ireland	07710 609263
Paul Jewby	07932 530946
Steve Laws	07595 218734
Ian Leedham	07747 792992
Jon Marriot	07973 121725
Steve Mortimer	07961 014582
Bruce Pearce	07715 471948
Bob Rhodes	07950 772034
John Rudland	07740 874300

Geoff Scott	07983 939998
Fred Sparrow	07842 334248
Christiaan Taylor	07932 020779

IAM Examiners

Ian Maxwell	07974 941545
Neale McConnell	07899 714136
Simon Rixon	07951 292671

No calls after 21:00 please.

Disclaimer

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WHERE WE MEET



Kesgrave
War Memorial
Community
Centre
Twelve Acre
Approach
IP5 1JF
(not to scale)



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